

# The Hongkong Telegraph.

No. 2273.

MONDAY, JULY 1, 1889.

SIX DOLLARS PER QUARTER

## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL .....\$7,500,000.  
RESERVE FUND .....4,300,000.  
RESERVE LIABILITY OF PROPRIETORS .....7,500,000.

COURT OF DIRECTORS:—  
CHAIRMAN—W. H. FORBES, Esq.  
DEPUTY CHAIRMAN—H. L. DALRYMPLE, Esq.  
W. C. BRODIE, Esq.  
J. F. HOLLIDAY, Esq.  
HON. J. J. KESWICK, Esq.  
HON. B. LAYTON.  
S. C. MICHAELSEN, Esq.  
J. S. MOSES, Esq.  
L. F. POSENER, Esq.  
N. A. STEWART, Esq.  
E. A. SOLOMON, Esq.

CHIEF MANAGER.  
HONGKONG—G. E. NOBLE, Esq.  
MANAGER.  
SHANGHAI—JOHN WALTER, Esq.  
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.  
ON CURRENT DEPOSIT ACCOUNT at the rate of 1 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—  
For 3 months, 3 per cent. per annum.  
For 6 months, 4 per cent. per annum.  
For 12 months, 5 per cent. per annum.

LOCAL BILLS DISCOUNTED.  
CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

G. E. NOBLE, Chief Manager.  
Hongkong, 20th May, 1889.

### THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL .....\$2,000,000.  
PAID-UP CAPITAL .....\$500,000.  
Registered Office, 40, THE ARCADE, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:—  
Fixed for 12 months, 5 per cent. per annum.  
" 6 " 4 " " "  
" 3 " 3 " " "

ON CURRENT DEPOSIT ACCOUNTS 2 per cent. per annum on the daily balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

H. A. HERBERT, Manager.  
HONGKONG BRANCH.

## RULES OF THE HONGKONG SAVINGS BANK.

- 1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 5; SATURDAYS, 10 to 1.
  - 2.—SUMS LESS THAN \$1, OR MORE THAN \$50 at one time will not be received. No Depositor may deposit more than \$250 in any one year.
  - 3.—DEPOSITORS in the SAVINGS BANK, having \$100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.
  - 4.—INTEREST at the rate of 3 1/2 per cent. will be allowed to Depositors on their daily balances.
  - 5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
  - 6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.
  - 7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.
- FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,  
G. E. NOBLE, Chief Manager.  
Hongkong, 1st January, 1889.

## NOTICE.

### HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.  
Hongkong, 15th August, 1889.

## Intimations.

### THE STEAM LAUNCH COMPANY, LIMITED.

THE FIRST ORDINARY MEETING of the Company will be held at the HONGKONG HOTEL, on TUESDAY, the 30th July, 1889, at 4 P.M.

By Order, A. G. GORDON, Secretary.  
Hongkong, 29th June, 1889.

### WANTED.

A FURNISHED ROOM, with BATH, ROOM.

Apply to "M." Office of this paper.

Hongkong, 18th June, 1889.

### TO HEADS OF FIRMS.

A STEADY, temperate, capable BOOK-KEEPER, now in the employ of a Lancashire firm, desires to come out to Hongkong as BOOK-KEEPER, CLERK, ASSISTANT, or in some similar capacity. Aged twenty-six. Knows his business thoroughly. For particulars as to his ability, &c., apply "BOOK-KEEPER," c/o Hongkong Telegraph Office.

Hongkong, 25th June, 1889.

### CANADIAN PACIFIC STEAMSHIP COMPANY.

WANTED a SURGEON for the Steamship Port Augusta, for the voyage from Hongkong to Vancouver, sailing July 18th.

ADAMSON, BELL & Co., Agents.  
Hongkong, 21st June, 1889.

### NOTICE.

THOMAS KERR & Co.

ENGINEERS, BOILER-MAKERS, AND CONTRACTORS.

YAU-MA-TI ENGINEERING WORKS, Kowloon.

Registered Office, 40, THE ARCADE, LONDON.

### TO THE DEAF.

A 132 page Illustrated Book on Deafness, Notices in the Head, how cured at your homes.

Price 10 Cents. Address Dr. NICHOLSON, 5, Old Court House Street, Calcutta.

BANGKOK DOCK CO. (LTD.)

WANTED immediately, an Experienced ENGINEER as Head Foreman of machine department.

SHIPWRIGHT CARPENTER to take charge of boat building and carpenter work generally, docking of ships, &c.

TIMEKEEPER and CLERK. Steady man with good references.

Applications to be sent to the Undersigned Stating age, experience, salary expected, and enclosing copies of testimonials.

J. MACKAY, Superintendent.  
Bangkok, 6th June, 1889.

### NOTICE.

I SHALL not be able to move into my New Offices until the end of the month.

ARTHUR B. RODYK, Victoria Buildings.

Hongkong, 14th June, 1889.

### THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Company will be held at the Company's Registered Office, No. 13, Praya, Victoria, Hongkong, on TUESDAY, the 2nd day of July, 1889, at 10 O'CLOCK NOON, when the following Special Resolutions will be proposed, viz:—

1.—That Article No. 14 of the present Articles of Association of the Company with its marginal note be expunged, and that, in lieu thereof, the following article and marginal note be inserted, viz:—

Company may 14.—The Company may from time to time subdivide its shares.

2.—That the Capital be reduced from \$1,700,000, divided into 17,000 shares of \$100 each, to \$1,000,000, divided into 10,000 shares of \$100 each, and that such reduction be effected by returning to the persons who on the 22nd day of July, 1889, shall be the holders of the 17,000 shares that have been issued the sum of \$700,000, part of the paid up Capital, rateably according to the number of shares held by them and in equal proportions.

By Order of the Board, EDWARD OSBORNE, Acting Secretary.

Hongkong, 20th June, 1889.

### CARBOLINEUM AVENARIUS.

AN ANTISEPTIC PAINT for the PRESERVATION OF WOOD.

The best and cheapest substitute for Oil-paint and Tar.

Simple in application. Great saving. NUMEROUS TESTIMONIALS.

Protects all kinds of Wood against Fungus, Insects, and Decay.

Used during the last 12 years with the utmost success.

The most effective preparation against the ravages of White Ants and all other Wood destroying insects, proved by TESTIMONIALS of leading authorities in the Colonies.

Sold in Casks of about 450 lbs. net; Price 8 cents per lb.

For Further Particulars, apply to SCHEELE & Co., Sole Agents.

No. 4, Stanley Street.

Hongkong, 13th June, 1889.

### UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS

AN INTERIM BONUS of twenty per cent upon contributions for the year 1888 has been declared.

Warrants may be had on application at the Office of the Society on an after 1st May.

By Order of the Board, N. J. EDE, Secretary.

Hongkong, 18th April, 1889.

## Intimations.

THE

## HALL & HOLTZ C. CO., LIMITED.

ARE NOW SHOWING IN THEIR

### GENTLEMEN'S OUTFITTING DEPARTMENT.

CREPE FLANNEL SHIRTS. BALBRIGGAN HALF-HOSE. LISLE THREAD HALF-HOSE. SUMMER MERINO HALF-HOSE. TAN RUSSIA LEATHER SHOES, GLOVE KID BOOTS and SHOES, BATHING DRAWERS, BATH GOWNS, and BATH BLANKETS.

### JUST TO HAND.

A FRESH SUPPLY OF THEIR CELEBRATED "EMPIRE ALES AND STOUT,"

In Casks and Bottled. Special Summer Brew.

"ROYAL BLEND WHISKEY," "SPECIALLY SELECTED WHISKEY," "JAUNAY'S CHAMPAGNES," &c., &c.

## THE HALL & HOLTZ CO-OPERATIVE LTD.

Hongkong, 18th June, 1889.

## ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, and GENTLEMEN'S OUTFITTERS.

### CLEARANCE SALE.

BEGINNING ON

MONDAY,

THE 10th INSTANT.

OF all GOODS liable to deterioration from dampness arising from the recent flooding. 25% TO 50% REDUCTION FOR CASH ONLY. 200 Pairs of English and French BOOTS and SHOES of all kinds, formerly sold at from \$5.00 to \$7.50, now for \$2.50 to \$4.50.

GENT'S UNDER-VESTS, SOX, SHIRTS, COLLARS, CUFFS, TIES, HATS, TRAVELLING RUGS, GLADSTONE BAGS, &c., &c., &c.

NOTE.

These Goods have not been damaged by water.

QUEEN'S ROAD (Opposite HONGKONG HOTEL)

## KELLY & WALSH, LD.

IMPORTERS OF TOBACCOS, CIGARS AND CIGARETTES.

FRESH TOBACCOS. Richmond Gem Curly Cut. Mixture. Old Rip. Wills' Three Castles. Wills' Bristol Bird's Eye. Cope's Golden Cloud. Yarrowburgh's Golden Rain. Happy Thought. Dollar Brand. Golden Eagle. Star Mixture.

FRESH CIGARETTES. Sweet Caporals. Kinney's Straight Cut. Little Beauties. Richmond Straight Cut. Virginia Brights. Duke's Cameo. Kinney's Special Favourites. Straight Cut. Cleopatra Egyptian Flowers. Sweet Caporals Selected. Kinney's Half Caporals.

### SWEET CAPORALS.

MANILA CIGARS. Regalia Britannica—Media Regalia—Flor de Pensados. Cilindros—Principes—Caprichos—Princesses. Exquisite—Non Plus ultra—Reina Victoria. Regios—Regalia Imperial—Regalia Oriental.

A large assortment of Meerschaum, Briar Root and Asbestos Pipes, Meerschaum and Amber Cigar and Cigarette Tubes, Russia, Morocco and Calf Cigar and Cigarette Cases, and every description of Smoker's Requisites.

Hongkong, 21st May, 1889.

## LANE, CRAWFORD & CO.

HAVE FOR SALE THE FOLLOWING SEASONABLE GOODS.

PARINA'S EAU DE COLOGNE. ATKINSON'S and PIESSE and LUBIN'S PERFUMES. PEARLS, ATKINSON'S and CLEAVER'S TOILET SOAPS. CALVERTS' PRICKLY HEAT and CARBOLIC SOAPS. TOILET VINEGARS, LAVENDER WATER, EAU DE QUININE HAIR WASH. DOG SOAP, HOUSEHOLD CARBOLIC SOAP, CARBOLIC ACID. CARBOLIC TOILET PAPER, "CREOL" for washing dogs. LAU TEE KEE HAIR WASH.

BATH SPONGES, BATH TOWELS, BATH BLANKETS. LADIES BATHING COSTUMES. MEN'S BATHING DRESSES and DRAWERS. SWIMMING COLLARS, SWIMMING BELTS.

LANE, CRAWFORD & CO.

Hongkong, 27th June, 1889.

## A. HAHN,

PIANO TUNER AND REPAIRER.

ON HIRE PIANOS FOR SALE

Address: c/o HONGKONG HOTEL or No. 25, CAINE ROAD.

Hongkong, 24th December, 1888.

## W. BREWER.

HAS JUST RECEIVED.

A SPLENDID Assortment of Tennis Bats all weights. The Demon. The Tennyson. The Alliance. The Champions. Best Melton Covered Match. Tennis Balls, \$4 per dozen.

Uncovered Balls, \$2.50 per dozen. The New Star Tennis Press, 4 Screws. A fine Piano by Broadwood, black and inlaid, with guarantee from Maker. Tennis Shoes of every size and description for Ladies, Gentlemen and Youths; very cheap.

### W. BREWER.

CHEAP PRINTING OFFICE, Opposite HONGKONG HOTEL.

Hongkong, 25th June, 1889.

## Notices of Firms.

### NOTICE.

THE business hitherto conducted by the Undersigned as SHARE and GENERAL BROKERS will from the 1st of July next be carried on under the style of ROZA BROTHERS, in which Firm Mr. DANIEL FRANCISCO CAMPOS DA ROZA is admitted a Partner. J. F. CAMPOS DA ROZA. M. M. DA ROZA.

Hongkong, 27th June, 1889.

### AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

THE Undersigned will ASSUME CHARGE of the AGENCY of the above Company from the 1st proximo. By Order of the Board of Directors, DAVID SASSOON, SONS & Co.

Hongkong, 26th June, 1889.

### NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. B. F. R. SCHWARZKOPF in our Firm Ceased on the 1st of May, 1889.

MESSRS FRIEDERICH HEINRICH HOHNKE, FRIEDERICH JOHANN RUDOLPH SCHWARZKOPF, and ANDREAS MATTHIAS VALENTIN SCHONEMAN, have been admitted PARTNERS in our Firm, which now consists of:—

Messrs. JOHN HENRY SMITH, FRIEDERICH H. HOHNKE, FRIEDERICH J. R. SCHWARZKOPF, and ANDREAS M. V. SCHONEMAN. F. BLACKHEAD & Co.

Hongkong, 24th June, 1889.

### Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship "JAPAN" having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 3rd July, will be subject to rent. No Fire Insurance has been effected.

Consignees are hereby informed, that all claims must be made immediately, as none will be entertained after the 30th instant.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.

Hongkong, 27th June, 1889.

### Shipping.

#### STEAMERS.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "JAPAN,"

Captain T. S. Gardner, will be despatched for the above Ports, TO-MORROW, the 2nd July, at NOON.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 27th June, 1889.

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(PASSING THROUGH THE INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"ANCONA" will leave for the above places on WEDNESDAY, the 3rd July, at NOON, instead of as previously advertised.

E. L. WOODIN, Superintendent.

Hongkong, 1st July, 1889.

### NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY, having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES (LEGHORN), and GENOA; all MEDITERRANEAN, ADRIATIC, LIGURIAN, and SOUTH AMERICAN PORTS up to CALTAJO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

THE Company's Steamship

"BORMIDA,"

De Negri, Master, will be despatched as above on THURSDAY, the 4th July, at NOON.

At Bombay the Steamers are discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 26th June, 1889.

### CHINA NAVIGATION COMPANY, LIMITED.

FOR NEW ZEALAND PORTS.

THE Company's Steamship

"WHAMPOA" will have quick despatch for the above Ports. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer, which is situated amidships upon the upper deck.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th June, 1889.

### SAILING VESSELS.

FOR SAN FRANCISCO.

THE 3/3 L. I. American Ship

"TITAN,"

C. H. Allen, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 27th May, 1889.

FOR NEW YORK.

THE 3/3 L. I. American Ship

"SOUTHERN CROSS,"

Bailey, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

## Mails.

### NORDDEUTSCHER LLOYD.

#### NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN and HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON WEDNESDAY, the 3rd day of July, 1889, at 4 P.M., the Company's Steamship "SACHSEN," Capt. V. Gressel, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at GENOA.

Shipping Orders will be granted till 10 a.m., Cargo will be received on board until 4 p.m., Specie and Parcels until 10 a.m., on the 3rd of July, 1889. (Parcels are not to be sent on board; they must be left at the AGENCY'S Office).

Contents and Value of Packages are required. The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further particulars, apply to MELCHERS & Co., Agents.

Hongkong, 8th June, 1889.

### CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE.

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship

"BATAVIA,"

2,543 Tons Register, Williamson, Commander, will be despatched for VANCOUVER, B.C., via KOBE & YOKOHAMA, on THURSDAY, the 4th July, at NOON.

To be followed by the S.S. "PORT AUGUSTA," on the 18th July, and S.S. "PARTHIA" on the 1st August.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.



## Intimations.

BRIGHT! CRISP! SPARKLING.

DAKIN'S TREBLE AFRATED WATERS  
Equal to the best English make.  
SODA WATER.  
LEMONADE.

GINGER ALE.

QUININE TONIC.

SARSAPARILLA.

PHOSPHOZONE.

POTASH.

LITHIA.

SELTZER.

CHALYBEATE TONIC.

Books of order forms forwarded free on application.  
**DAKIN BROS. OF CHINA, LIMITED,**  
QUEEN'S ROAD CENTRAL,  
Opposite Hongkong Hotel,  
HONGKONG.

(Telephone No. 60.)

Hongkong, 24th June, 1889.

**A. S. WATSON & CO., LD.**

ESTABLISHED A.D. 1841.

IN drawing attention to our special preparations, we beg to state that we continue to import Drugs, Chemicals, and Goods of every kind of the best description only. No other quality is kept in stock. Our long experience and intimate acquaintance with the Trade and the best sources of supply enables us to purchase direct from the Producers on the very best terms, and thus gives us an advantage which enables us to offer our Constituents the benefit of a considerable reduction in the price of all Specialities of our own Manufacture or putting up, as compared with similar articles sold elsewhere.

**WATSON'S CHOLERA AND DIARRHOEA REMEDIES.****CHOLERA MIXTURE.**  
As prescribed and recommended by Dr. AVRES, Colonial Surgeon, when President of the Hongkong Sanitary Board.  
To be used in cases of vomiting and purging attended with violent pain.Prepared only by  
**A. S. WATSON & Co., Ltd.,**  
THE HONGKONG DISPENSARY,  
Hongkong, China and Manila.  
In Bottles, 3s and 1s.50 each.**ASTRINGENT ANTACID DIARRHOEA MIXTURE.**

As recommended by the London Board of Health for use in all cases of Diarrhoea, Cholera, &amp;c.

Prepared only by  
**A. S. WATSON & Co., Ltd.,**  
THE HONGKONG DISPENSARY,  
Hongkong, China and Manila.  
In Bottles, 3s and 1s.50 each.**WATSON'S ASIATIC CORDIAL.**DOSE:—For Diarrhoea, Colic, and Dysentery, 1 tea-spoonful every 2 or 3 hours. For Cholera, 1, 2, or 3 tea-spoonfuls every hour, or in urgent cases oftener.  
In Bottles—50 cents and 3s.1 each.**WATSON'S CHLORODYNE.**DOSE:—Ten to twenty drops in brandy and water.  
In Bottles—50 cents 3s.1 and 3s.50 each.**WATSON'S ASTRINGENT PILLS,**FOR DIARRHOEA, DYSENTERY, &c.  
DOSE:—One pill after each liquid Motion.  
In Bottles 7s and 3s.50 each.**WATSON'S ANODYNE LINIMENT.**For relieving pain in all cases of Spasms, Colic, Cholera, Diarrhoea, Inflammation of the Bowels, &c.  
DIRECTIONS FOR USE:—Sprinkle some on hot Flannel or Sponge Plaster soaked in boiling water and apply over the seat of pain.  
In Bottles, 7s and 3s.50 each.**BERMUDA ARROWROOT,****RUSSIAN ISINGLASS,****CALVES' FOOT JELLY.**  
Invalids' necessities and appliances of all kinds kept in stock.**A. S. WATSON & CO., LIMITED,**  
THE HONGKONG DISPENSARY,  
HONGKONG, CHINA AND MANILA.

## NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.  
Letters on Editorial matters to be sent to "The Editor," and not to individual members of the staff.  
Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication; but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the free discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

**TO ADVERTISERS.**  
Advertisements are requested to forward all notices intended for insertion in this paper to the Editor, not later than 3 o'clock so as not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisements. Terms can be learnt on application.

The Hongkong Telegraph's number at the Telephone Central Exchange is No. 2.

**TO SUBSCRIBERS.**  
Subscribers to the Hongkong Telegraph are respectfully reminded that all Subscriptions are payable in advance.**The Hongkong Telegraph**

HONGKONG, MONDAY, JULY 1, 1889.

## TELEGRAMS.

ITALY AND ENGLAND.

Count Torricelli has been appointed Italian Ambassador to the Court of St. James.

**THE ASCOT CUP.**

Mr. De la Rue's ch. c. Trayles, by Restless—Miss Mabel, 4 yrs. 9st. .... 1

Lord Falmouth's b. F. Rada, by Speculum—Nellie Macgregor, 4 yrs. 8st. 11lb. .... 2

Mr. L. de Rothchild's b. c. Colliton, by Hagioscope—Mabelle, 4 yrs. 9st. .... 3

**"OUR ONLY GENERAL" CENSURED.**

June 22nd.

In the discussion on the Army Estimates, Mr. Henry Fowler censured Lord Wolseley's political

speeches at Birmingham and at Oxford and hoped that Mr. Stanhope disagreed with his views as to conscription.

Mr. Stanhope replied that he trusted conscription would never have to be adopted in England.

## THE DUKE OF CAMBRIDGE.

Mr. Bridge, the magistrate at Bow Street, having refused a summons against the Duke of Cambridge for assaulting a journalist at the review of the London Fire Brigade, when the Prince and Princess of Wales were mobbed, Chief Justice Colclough ordered the summons to be issued, adding that all subjects are equal before the law.

## THE CAPE COLONY.

June 24th.  
Sir Henry Loch, at present Governor of Victoria, has been appointed Governor of the Cape Colony.(From the *Courrier d'Haiphong*.)PARIS, June 22nd.  
The information respecting General Boulanger has been completed. The brief for the prosecution has been forwarded to the Procureur-General of the Paris Court of Appeal.

## LOCAL AND GENERAL.

It is better to be born handsome than wise. At all events, it is wise to be born handsome.

H.M.S. *Linnet* arrived here on Saturday from Singapore, having been relieved there by the *Rattler*.

A COOLIE was fined \$3 this morning for throwing a stone at a private in the A. and S. Highlanders on Saturday.

THE P. & O. S. N. Co.'s extra steamer *Venitia*, from Bombay, left Singapore for this port at 8 a.m. yesterday.

ITALY has a debt of \$4,362,800,000, the largest of any nation in the civilized world, calling for \$190,000,000 interest annually.

THE failure of the incandescent systems for street-lighting in England is generally attributed to the low candle-power of the lamps employed.

THE returns of the number of visitors to the City Hall Museum for the week ending June 30th, are:—Europeans 151, Chinese 2,221; total, 2,372.

WACHTEL, the tenor, has been celebrating his jubilee at the age of 64. He says that he has sung "Le Postillon de Lonjumeau" a thousand times.

GENERAL KENNEDY, Consul-General for the United States at Shanghai, has been recalled. His probable successor is a Mr. Leonard, of Minnesota.

WE are informed by the agent of the Messageries Maritimes that the Company's steamer *Yangtze*, with the next French mail, left Saigon yesterday at 2 p.m. for this port.

THE largest circulation on record is that of the volume of "Hymns—Ancient and Modern." Twenty million copies have been sold in the eighteen years of its existence.

MESSRS. Adamson, Bell & Co., agents for the Canadian-Pacific Line, inform us that the steamship *Parilla* left Vancouver on Friday afternoon, the 28th ulto., for this port, &c.

A REGULAR meeting of Zetland Lodge, No. 525, will be held in Freemasons' Hall, Zetland Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

THE introduction of high license in Boston has closed up 1,700 liquor saloons. Furnishings to the value of \$2,000,000 are on the market, and over two thousand idle bar-tenders are ready for professional engagement in other cities.

IT appears from a telegram in the Singapore papers, that what Sir James Fergusson actually did say at Wandsworth regarding the political situation in Europe, was that the British Government had grounds for hoping that peace would be maintained this year.

THE Bajan native who ran *amok* at the *durbar* held at Sandakan on the Queen's birthday and severely wounded Mr. R. M. Little and a Sikh policeman, has been convicted and sentenced to 18 years hard labour. There is evidently nothing mean about the gentleman who officiates as criminal judge in British North Borneo.

AT the Police Court this morning a European constable, whose name we will not mention, had two opinions cases. When the first came before Mr. Pollock, however, he unfortunately got them mixed, and gave the evidence in one case which referred to the other. His Worship remanded both cases in order that the constable might get more intelligence!

BOSTON people nowadays have the superfluous teeth drawn by electricity. The process is very simple, scarcely any apparatus being required beyond an ordinary two-cell battery with vibrator attachment. This attachment is a thin strip of metal fastened at the ends, which is made to vibrate a thousand, or more times a second by the electric current. At each vibration the circuit is cut off and renewed again, the effect being to give a perfectly steady flow of the mysterious fluid. In order to make sure that the flow is quite satisfactory, the operator turns the machine—assisted by a little red tuning-pipe—until the strip of metal sings "A." Now, to the battery are attached three wires. Two of them have handles at the ends and the third is hitched to a forceps. The patient in the chair is given a handle to hold in each hand, and the current is turned on gradually until it becomes painful. Then he is told to grasp the handle as strong as possible, the electricity—having been switched off for a moment—is turned on again, suddenly, and the dental surgeon applies his forceps simultaneously to the tooth. The instant the molar touches, as well as the parts surrounding, becomes electrified and absolutely insensible to pain. When it is withdrawn from the socket the subject of the operation feels not the slightest disagreeable sensation. A jerk, and the tooth is out. The patient drops the electric handles, and the painless affair is over.

THE case of Potts v. Rustonjee, which the Forty Thieves have been awaiting so long, is on the cause-list at the Supreme Court for hearing next Monday.

THE General Managers (Messrs. Jardine, Matheson & Co.) inform us that the Indo-China Steam Navigation Co.'s steamer *Wingang*, from Calcutta, left Singapore at noon to-day for this port.THE Ocean Steamship Co.'s steamers *Antenor*, from Liverpool, and *Jaxon*, from London, left Singapore on the 29th ulto., and are due here on the 5th inst. The steamship *Whampoa* will sail on the 6th inst. at 4 p.m., via Foochow.CHARLES ALLISON, seaman, of the *Sailors' Home*, is very unfortunate with his clothing. On Saturday night, according to his story, he was robbed of his oilskins by one William Coleman, who got five weeks for it to-day, and of his other clothing by an American sailor named Harrington, who commenced his little six weeks a few minutes later.H.M.S. *Firebrand* left Shanghai for this port, via Foochow and Amoy, on the 24th inst. The *N. C. Daily News* presumes that she is very much wanted in the south, or the Admiral would hardly have ordered her down in this monsoon, and left Shanghai without any British man-of-war. The *Esperio* and *Satellite* are expected in Shanghai before long.

In our foot-note to a letter dealing with the affairs of the Steam Launch Company, which appeared in our issue of the 28th ulto., we stated that a meeting of shareholders would be held about July 15th, when our correspondent would have an opportunity of airing his grievances. As will be seen by an advertisement in another column the meeting has been convened for the 30th inst., at least one month's previous notice being necessary by the Articles of Association.

THE letter signed "Quiz" on the subject of the alleged nuisance caused by the ringing of the Roman Catholic Cathedral bells at early morn is really no reply to the complaint made in our columns the other day by "Ratepayer." "Quiz" may consider the bells everything that is nice and pleasant, but that is no reason why they shouldn't be a source of annoyance to other people. Nor is it enough to say that if "Ratepayer" objects to the sound, why doesn't he close his windows? That sort of argument won't do. However, the police court is the proper place to settle this matter.

WE have received from the Secretary, (Mr. J. A. Turner) a statement of the accounts of the Soldiers' and Sailors' Reading and Refreshment Rooms, 127 Queen's Road East, for the six months ended June 30th. Starting on January 1st with a balance in hand of \$11.27, the receipts for the period under review brought the amount up to \$347.88, but against this there was an expenditure of \$372.78, thus leaving a credit balance to be carried forward of only \$65.10. The Rooms, therefore, are not paying their way, which is much to be regretted, as they must be a most useful institution for soldiers and sailors.

THUS our Shanghai morning contemporary:—We hear from Foochow that the stock of tea there is 300,000 chests, half of which is only worth 4d. in London. Ceylon sales are averaging 55d. against 8d. in May last year; and at recent sale, out of forty-six invoices, all but six were withdrawn. Nothing but a continuance of the short shipments which the following figures to date show will, we should imagine, bring Hankow shippers out without loss this season:—

Export from Hankow to all Ports, except Odessa direct, as per Customs Returns to 20th June, 1889, including *Bundels*:—

Hankow	Kiukiang	Sundry
1889.....112,391,200	11,714,740	205,300
1888.....18,260,800	12,996,700	222,800

Deficit..... 5,869,600 1,282,000 175,500

Total Deficiency, 1889.....7,169,100 lbs.

AN extensive disturbance occurred last night at a Chinese house on the Praya, close to the Victoria Hotel. How it originated is not certain, but there is no doubt that about half-past nine some men on the roof started throwing things down a skylight at the occupants of a top-floor, and that the friends of both parties rallied round in hundreds and kept the ball rolling. They dismantled several chimneys to procure bricks, and "let out" several of the defending party, whose injuries were so severe that they had to be taken to the Hospital, and two were detained, having sustained severe scalp wounds. Inspector Perry, with a detachment of Europeans, Sikhs, and Chinese, hurried down, and found the surrounding streets thronged with spectators. With much difficulty they arrested sixteen men, and found a variety of articles around, including over forty fighting-irons. The men were before Mr. Pollock to-day, Mr. Wilkinson prosecuting and Mr. Denny defending. The case was remanded.

THE following on "Ventilation" is taken from the *Troy Times*:—"Make architects plan effective ways for the ventilation of buildings. Every structure should be such that a steady change of air will be made without the special intervention of human hands. This arrangement alone will secure an adequate protection to ignorant of careless humanity. People have little conception how much disease is hastened and life is shortened by the lack of good ventilation in their houses. Think of so many women spending almost all of their time day as well as night, in rooms where the air is changed only as doors are occasionally opened or accidentally left ajar! Think of the overworked housewife spending years in an atmosphere laden with the foulness which is evolved with the breath! Working, eating, sleeping in atmospheric impurities for a lifetime! It means unpurified blood, ill-digestion, weakened nervous powers, diminution of the intellectual force, irritation of the temper, an existence unblest with cheerfulness and hope. Go into a public hall or theatre after an hour or an hour has elapsed. What a pervasion of stench greets the nostrils! Seemingly all the waters of Cologne could not successfully contend with the overpowering abomination. Yet the auditors will sit in blissful ignorance of the awful imposition to which they are being subjected, because the owners of the place are too ignorant or too stingy to give obedience to the laws of ventilation. How many school buildings are properly ventilated? Herod's slaughter of the innocents was not a circumstance compared with the destruction of 'juvenile life' effected in this country every year through staid houses every week in unsanitary apartments."

THE Share Market monthly settlements are reported to have passed off satisfactorily on Saturday.

A GERMAN sailor was up before Mr. Pollock to-day on a charge of behaving in a disorderly manner in the German Consulate on Saturday. The Secretary stated that the man went in and said "Here I am—I must be helped now," and then reminded that he had had a situation found him on the *General Warer*—which he lost through misconduct—he used bad language, and had to be given in charge.—He was fined \$1.

A COMPETITION for a Bellios Scholarship, in connection with St. Joseph's College, was held on the 25th ulto., when seven candidates competed. This Scholarship, which is tenable for two years and yields \$60 per annum, has now been awarded to A. Silva. The Trustees (Hon. Ph. Ryrie and Dr. Eitel) contemplate also establishing two Medical Bellios Scholarships in connection with the Alice Memorial Hospital (or Medical College), and have made an offer to that effect to the respective authorities.

THE Manila *Comercio* publishes a telegram from Madrid which states that the Estimates for the Philippines have been laid before the Congress. A saving of \$1,250,000 is to be effected; the Mint is to be suppressed, and the export tariff reduced, except on tobacco. An import duty of 20 cents per litre is to be imposed on alcohol, and one of 25 cents per hundred kilos on rice. The same system of loading and discharging as exists in the Antilles is to be followed. Fifteen million dollars are to be lent to liquidate the Deposit Bank.

THE fourth competition for the Hongkong Rifle Association's second monthly Handicap Challenge Cup took place at Kowloon on Saturday. There were 16 competitors, the conditions being seven shots each at two and five hundred yards. The shooting was pretty good all round, and Lieut. Carlyle, R.A., who has been shooting in capital form lately, eventually proved the winner by scoring 31 at the shorter and 27 at the longer range, which, with a handicap allowance of 6 points, raised his total to 64. Mr. E. L. Woodin, scratch, who made 30 and 31 respectively, was a capital second with 58. Lieut. Carlyle (allowed 4) being third with 58. Lieut. Carlyle having won the trophy three times, out of four competitions it now becomes his own property.

If the Turkish Government consents it is probable that Palestine will be invaded by locomotives, and that before long the conductor will have an opportunity of calling out "Galilee; all out for Galilee," and in good Turkish, "Damascus passengers will please retain their seats till the train comes to a full stop." Application has been made by Joseph Elias, formerly Government engineer of Lebanon, for a commission for a railway between Tyre and Caesarea, by way of Lake Galilee over river Jordan to Damascus. Authority for the navigation of the lake and a priority of right for the extension of a line over any other applicant for three years is asked for. The line is to follow the river Kishon for six miles, going within three and three-fourths miles of Nareth, and then ascending the valley to the water-sheds of the Jordan. The line will proceed along the northwest of the lake close to the plain of Genesaret, up the Jordan, crossing it about two miles below Merim. From that point the line turns toward the east to Damascus, a distance of 105 miles from the coast. Permission is also asked to go on with the Palmyra into Aleppo.

## THE WEST POINT BUILDING COMPANY.

The first statutory meeting of the shareholders in this Company was held at noon, at the offices, Victoria Buildings. There were present:—The Hon. J. J. Keewick (chairman) Hon. C. P. Chater, Messrs. J. S. Moses, (directors) H. N. Mody, J. Ezekiel, G. Stewart, J. Barton, P. Jordan, J. Manook, J. R. Gr. G. F. M. Grac, and A. Shelton-Hooper (secretary).

The Chairman said that there was really no business to transact, except to appoint an auditor. He might mention that the tenement had been taken, and the rent paid regularly.

Mr. Chater moved the appointment of Mr. Fullerton Henderson as auditor.

Mr. Ezekiel seconded, and it was agreed to.

That concluded the business.

## AMOY.

(FROM OUR CORRESPONDENT.)

AMOY, 27th June, 1889.  
A very successful performance took place in the Club Theatre last Monday in aid of the Amoy Chinese Hospital, when the local talent rather took the community by surprise. It would be invidious to pick out any one performer, where all did wonders. The topical song was warmly received, and if the singer had done what he threatened in the last verse, viz. "if he would have netted a considerable sum for a very deserving charitable institution."

Our noted shikari have been on the war path again. On Tuesday, after only a few hours absence, Mr. Lyburn brought back a fine young tiger of about two or three years old, and on Wednesday Mr. Harding shot another one that was known to have killed a man. I think the Chinese authorities ought to make some recognition of these gentlemen's prowess—make them for instance, tiger slayers to his Majesty the Emperor.

Chief Justice Sir Richard Rennie, with Mr. Wilkinson, the Crown advocate, arrived by the *Taiyang* from Shanghai on Thursday to try the case *Reigna v. P. Lizon*, which took place yesterday. The trial lasted all day until 7 p.m. when the jury found the prisoner guilty of "wounding." He was then sentenced to two years' hard labour, in Hongkong prison. Mr. Crowell, U. S. Consul, who took the prisoner's case in hand, made a most able defence, but it was no use against the clear evidence of the guilt.

## H.B.M.'S SUPREME COURT.

(On appeal from H.M.'s Court for Japan.)

Before Sir R. T. Rennie, Chief Justice, and R. A. Mouat, Esq., Assistant Judge.

Shanghai, June 25th, 1889.

MIRIKLE (plaintiff and appellant) v. JARDINE, MATHESON &amp; Co. (defendants and respondents).

Judgment was delivered in the above case as follows:—

This is an appeal from a judgment of the Court for Japan, in which the plaintiff, master and part-owner of the British ship *Dryadilla*,

sued for a balance of freight due to him by the consignees of cargo. The defendants admitted the non-payment of the sum in question, but claimed to retain it under a stipulation in the charter-party entitling them to deduct from unpaid freight the cost of cargo short-delivered, and alternatively pleaded that by reason of the short delivery of 16 tons of coal and 371 tons of coke, they had sustained damages which exceeded the amount of the claim, and which they were entitled to set off against it. The learned Judge in the Court below held that "cost" in the charter-party meant prime cost, but he allowed the counter claim and gave judgment for the defendants. The appellant in a written argument now submits that the findings of the Court below, so far as the counter-claim is concerned, were not well-founded either in law or on the evidence. It may be well that we should deal with the evidence first. The first question of fact is whether 371 tons of coke were short-delivered. The plaintiff contends that the weighing of the coke (which was done on board the ship as it was taken delivery of) was not properly conducted, and was inaccurate. He urges that he suggested to the defendants that it should be re-weighed on shore, which the defendants refused to do on the ground that it had been already stowed and could not be re-weighed. The plaintiff appears to have acquiesced in this, and the learned Judge of the Court below was of opinion that both parties must be concluded by the result of the weighing. We concur in this view of the matter. If the plaintiff was really dissatisfied with the manner in which the weighing was conducted, he should have protested against it sooner and in time to have it re-weighed. As it is, it appears to be much too late to re-open that point. Then the appellants contend that no market value of the coal and coke was proved. It appears, however, that evidence was given of the selling price of coke being \$2.40 per ton, and that of coal \$14.50 per ton, each of these rates being largely in excess of the laid-down cost to the defendants of the coal at Yokohama, and it is to be observed that the amount for which judgment was given on the counter-claim was only the cost of the goods at the port of shipment plus the charges for freight and insurance paid upon them. It would seem therefore that the learned Judge had amply sufficient grounds for concluding that the defendants had suffered loss at least to the amount of the judgment. As regards, then, the facts of the case, we agree with the Court below. The appellant next submits that the judgment of the Court below is bad in law, because, even assuming that there was a short delivery of the goods in question, and that their value was properly estimated, the respondents were nevertheless bound by the terms of the charter-party as the controlling contract and could therefore recover no more than the cost price of the cargo at the port of shipment. He argues in effect that the parties having agreed to permit the cargo-owners to deduct the cost of any cargo delivered short of the quantity stated in the bills of lading, the sum so to be deducted must be taken to be the measure of damages agreed upon between the parties in any case of short delivery, and that the word "cost" means cost at the port of shipment. We agree that "cost" in the charter-party means cost at the port of shipment, but we do not think that the defendants are thereby precluded from recovering on the counter-claim. If they were so, the plaintiff would, inasmuch as his freight is a lump freight, be in effect recovering, in respect of cargo which he had not delivered, a sum largely in excess of that which he proposes to allow to the defendants, for while the prime cost of the coal and coke was respectively 5s. 7½d. and 15s. per ton, the laid-down cost at Yokohama was 35s. and 47s. 6d. respectively. This would be manifestly unreasonable, and we think that the defendants must therefore succeed on the counter-claim.

The case of the Sailing ship *Gaston Co. v. Hildie* (Borman & Co. (L.R.), 18 Q.B.D. 17), relied upon by the learned counsel for the appellants, is in our opinion no authority against this view. The two points decided in that case were: (1) that a clause in a charter-party, worded as the one now under consideration, gives the cargo-owner the right to retain out of the balance of unpaid freight the cost of cargo short-delivered, even though the loss has arisen from perils excepted in the charter-party; and (2) that when the loss has happened from an excepted peril, the cargo-owner cannot recover on a claim for damages. In dealing with the latter point and after the first point had been decided in favour of the cargo-owners, all the learned Judges agreed that the main and most important question they had to decide in regard to this point was whether the case came within the excepted perils. Now how could that question be important unless, but for the case falling within the excepted perils, a counter-claim for damages would lie? We think we need say no more on this point, and will only add that we concur entirely in the view of the case taken by the learned Judge of the Court below. The appeal must be dismissed with costs.

## THE OPENING OF THE UPPER YANGTZE.

Our latest information regarding the progress of the "Ichang Convention" shows no change in the position of affairs since we last published some notes on the subject. It appears that the deputies of high estate, sent there last year by the Szechuan and Hupeh Viceroy, continue their negotiations with the new Consul, Mr. E. R. Fraser, much as they did with Mr. Gregory, the retiring Consul. For their idea of totally separating the steamer from the junk traffic by allotting separate days to each, based, as they alleged, upon positive instructions from the Szechuan Viceroy, they have as yet no practical substitute. When they asked how they expected a steamer to get up to Chinkiang in two days, the period they proposed to allot to the steamer in each month, they calmly said "Your foreign devils are so clever" (*mas jah*). Seeing that the deputies have no authority to conclude anything, but must report the result of each interview to the Viceroy, while the Consul on his part can accept nothing without Sir John Walsham's ratification, and that it is a long cry from Ichang to Chung-tu and Peking, if the present "Ichang Convention" ever leads to any result, we shall be no little astonished. A more perfect device for procrastination has hardly ever been seen even in China, and how the British Minister can be a party to it and the Home Government submit to such trifling, is inconceivable to any one not behind the scenes of our present diplomacy. Meanwhile the *Kailang* swings idly to and fro at her moorings in "Kaoen Row" all round the opening of Chungking as a Treaty port, nearer of accomplishment than thirteen years ago, when the Chefoo Convention was signed.The following are the remarks of the *London and China Express* of the 17th of May on the same subject:—"From the tenor of the last news, public and private, from Ichang, it seems probable that the attempt to navigate the river by steamer to Chungking, which is associated with the name of Mr. Little, will have to be abandoned. The policy of obstruction and delay habitual to the Chinese at most times, and familiar to those who are accustomed to deal with them, was never undertaken more openly and palpably, or with a more insidious impudence, than in the case of the 'Ichang Convention.' Exhausted, the matter passed on to Ichang, where a new set of officials interposed a new set of obstacles, under the guise of drawing up regulations to prevent collisions. And here under the very eyes of the British authorities in China, by methods, the employment of which was foreseen from the beginning, a scheme of great importance to foreign trade, based on the treaty rights of British subjects, is permitted by those who should aid and foster it with vigour and energy to be destroyed by clumsy methods of procrastination and delay which would not receive a child. Mr. Little at one critical stage in his enterprise was stopped at Ichang when about to ascend the river by the peremptory order of Sir John Walsham, although the right he proposed to exercise was one secured by treaty. It is a pity that a little of the same energy and perseverance exercised in preventing a British subject from availing himself of an undoubted right, were not applied to the Tung-Yi Yamen in order to prevent three or four provincials from practically depriving him of the right altogether. It is not difficult to know at whose door the blame for this miserable termination of a most valuable and promising enterprise lies. But if Mr. Little has to abandon the project altogether we hope that he and his company will make a heavy claim for compensation on the Chinese Government. It is through no fault of theirs that the population along the banks and in Chungking are so hostile that they must be pacified before a steamer can go among them; it is not their fault that navigation rules are necessary. The Chinese have had ten or eleven years since the Chefoo Convention was signed to make these rules and pacify people and the ferocious monkeys along the banks; if they have not done so, and if in consequence British subjects have suffered heavy losses by the detention of a valuable steamer month after month, it is only right the Chinese should pay for it. We trust the company will make a formal claim for full compensation through the Foreign Office, at home, and will succeed in obtaining Lord Salisbury's peremptory instructions to the Minister at Peking, to press it energetically on the Chinese Government.—N. C. Daily News.

## THE HANKOW TEA MARKET.

The tea settlements on the 20th June were as follows:—

English buyers.	Russian buyers.	Total.
Hankow Tea.....2,701	1,791	3,892
Kiukiang Tea.....3,112	1,451	4,573
	5,813	8,465

Prices paid have been—first crops:—

English buyers.	Russian buyers.	Total.
Ningchow, 19 chopp.....Tls. 13.50	24.00	
Ichang, 3 "....." 23.00	26.00	
Tung-shan, 1 chop....." 10.50		
Canfa, 4 chopp....." 9.50	16.00	
Ven-kai, 1 chop....." 9.50		
Low-yong, 1 "....." 9.00		
Shantam, 1 "....." 5.10		

Shipments



It is not certainly known when, and from whom, the origin of the Chinese women's custom of foot-binding originated. Some say it arose in the time of the Five Dynasties, which intervened in the 10th century A.D. between the Tang and the Sung. Jao Ning, the beautiful concubine of Li Yu, the last of one of these dynasties, called the Kiang-nan or Southern Tang, tied up her feet with silk into the shape of the crescent moon and all the other beauties of the time imitated her. Indeed the beauties of the time imitated her. Indeed the beauties of the time imitated her. Indeed the beauties of the time imitated her.

## CELEBRATED AQUEDUCTS.

By far the most remarkable city, so far as its water supply was concerned, was ancient Rome. At the height of her splendor Rome had eleven distinct aqueducts, whose aggregate discharge was equal to a stream twenty feet wide by six deep, with a rapid fall. The daily supply was in the proportion of 332 gallons to each inhabitant, and it was distributed to the palace and humbler dwellings in every part of the city, as to innumerable fountains, many public wells and large reservoirs, to the numerous baths and to several artificial lakes where the Emperors held their mimic naval battles. For the aqueduct known as the Anio Novus, which was unfailing and furnished the most abundant supply, the river Anio was arrested near its source by three gigantic walls at different levels, and formed into as many lakes one below the other. Over these walls the water fell in magnificent cascades, one of them over 150 feet high. The purpose of the lakes was to clarify the water, for the Anio, though usually a limpid stream, was liable to become muddy after a heavy rain.

The Romans were great aqueduct builders, and in many respects the moderns have much to learn from them. They probably derived their knowledge from the Greeks and Carthaginians, for Carthage had a magnificent aqueduct while Rome was yet a hamlet, and all the great cities of Greece had aqueducts of their own long before Greece began to figure in the history of the world. But the Romans were not mere imitators; they improved on the knowledge they derived, and the remains of the aqueducts across the Campagna and in the neighbourhood of the provincial cities are among the most imposing monuments to-day of the willow greatness of the Eternal City. There are two of these across the Campagna extending to the Tiber and the administration of visitors to Rome at the present time. They are called the Marcian and the Claudian. The former carried three aqueducts, one above the other, the latter two. The sources of the Anio Novus and the Aqua Claudia were over 2000 feet above the level of the city and those of the Marcia and Anio Vetus were not much lower. Coming from such a height and for distances varying in direct lines from thirty to forty-three miles the water would naturally acquire great velocity and tremendous force, which it was necessary to diminish, and that was done by making numerous angles in the conduits. The angles were made, as a rule, at every half mile, and were points at which reservoirs or filtering places, or both, with accompanying air-shafts, were built. As an additional means of breaking the force of the water the floors of the conduits were given a succession of short undulations. The air-shafts were surmounted by small towers. The conduits, the reservoirs and filtering places were lined with a cement called opus signinum, which is dense enough to resist a hard tool. The art of making this cement has been lost. The conduits, always covered, were carried on arcades only where it was necessary to cross a valley or plain above its level. For the rest of their way they ran in some places upon the surface of the ground, but mostly below it. Thus of the fifty-eight miles of the Anio Novus forty-nine were underground. No two aqueducts were on the same level, and so where their courses converged it was both possible and convenient to carry one conduit upon another. Hence we find the Aqua Marcia Tepula and Julia carried from their point of convergence one above the other on one arcade and the Aqua Claudia and Anio Novus on another. Besides the small reservoirs referred to as occurring at the angles of the conduits there were larger ones at longer intervals. The ruins of one of these belonging to the Aqua Marcia, are still to be seen near Caracalla. It is a huge subterranean chamber divided by an arcade in the middle and a half mile long. It is fifty-six miles and a half long and conveys to the city the water of two springs situated at the foot of the Syrian Alps. It has several splendid arcades, chief among which are one at Baden, another at Modling, and the third at Leising. The first is ninety-six feet high, about 2000 feet long, and comprises forty-three arches.

that of Syracuse, which was built prior to 412 B.C. It has its source on the mainland and a tunnel under the sea.

Up to the present time the finest aqueduct in use in America is the Croton, but this will be surpassed by the new aqueduct now in course of construction on lines parallel to it. The Croton conduit was begun in 1837 and finished in 1842, at a cost, including the means of distribution, of \$10,375,300. The length of the conduit from the impounding to the receiving reservoirs in the Central Park is 3 1/2 miles, for 33 of which the conduit is built of stone, brick and cement, arched above and below, is 8 feet and 5 inches high, 64 feet wide, at the bottom and 74 at the top. The water crosses a Harlem river, and one cast-iron pipe 3 feet in diameter, and one wrought iron pipe 7 feet in diameter, and are laid upon high bridges in magnificent granite arches 1400 feet long and 114 high. High bridge comprises fifteen arches, seven of which have fifty-foot span and eight of those over the river eighty feet span. The greatest capacity of the aqueduct is 115,000,000 gallons per day, but for the first six years after its completion the water used was only 18,000,000 gallons per day. Twelve years ago the daily supply had risen to 88,000,000 gallons, and at the present time it is nearly 95,000,000 gallons. It has long, however, been inadequate to the demands of the city, with its ever growing population, and about four years ago work was commenced on the new aqueduct, which is now nearly completed. The trouble up to the present time has been not so much with the Croton aqueduct as with the supply of water. The supply is drawn from Croton river, a stream that flows into the Hudson a short distance above Sing Sing. The river was arrested by a dam forty feet high, and made to form what has since been called Croton Lake. For the purpose of the new aqueduct it has been decided to collect the entire water supply of the Croton, water-shed, and for this purpose three more dams are building across the Croton and subsidiary valleys. Two of these dams will be finished during the present year, but the third will not be completed for several years. The length of the new aqueduct from the impounding reservoirs to the receiving reservoirs is thirty-three miles, and one-eighth miles, and the water, instead of being carried over the Harlem river by bridge, as in the case of the old aqueduct, is carried under the river by a siphon. At its lowest point the conduit is over 300 feet below the surface of the earth. The conduit has an inside area equal to that of a circle fourteen feet in diameter and its capacity will be 20,000,000 gallons per day. This will give, with the old aqueduct, a total water supply of over 350,000,000 gallons per day. The actual cost of the new aqueduct, up to May 1, 1888, was \$17,163,000, and it is estimated that an expenditure of \$1,500,000 more will be required to complete it. This is exclusive of the cost of the dam yet to be built. The aqueduct proper is finished, and only the finishing touches remain to be put on. It will be opened, for use next summer.

Other notable aqueducts in this country are the Washington aqueduct and the Cochituate of Boston. The former supplies the cities of Washington and Georgetown with water from the Potomac. Its capacity is 70,000,000 gallons per day. It was constructed by the United States Government at a cost of \$3,000,000, and has several fine arcades, of which the most notable is the one across Cabin John creek, which is a single granite arch 100 feet high and 220 feet long. The cities of Chicago and Milwaukee obtain their water supply from the Lake Michigan. The water is brought into each city by a tunnel from a sufficient distance off shore to insure its being pure, and is then pumped up into surface reservoirs, whence it is distributed in the usual manner. The Chicago tunnel is three miles long, that of Milwaukee is shorter. Arrangements have lately been made to increase the water supply of Chicago.

The most remarkable aqueduct in Europe at the present time is the Roque Favour, which supplies the city of Marseilles with water and irrigates 25,000 acres of land around it. This aqueduct is fifty-one miles long; it taps the River Durance and delivers 25,000 gallons per day. It has a magnificent arcade across the River Arc 262 feet high and 1287 feet long. The River Arc 262 feet high and 1287 feet long. This aqueduct is the longest in the world—110 miles. Its capacity, however, is small, being less than 30,000,000 gallons per day. It was finished only about ten years ago and was designed to supply residences only.

The city of Glasgow is supplied by an aqueduct thirty-five miles long with the water of Loch Katrine. Vienna also has a notable aqueduct, finished in 1873. It is fifty-six miles and a half long and conveys to the city the water of two springs situated at the foot of the Syrian Alps. It has several splendid arcades, chief among which are one at Baden, another at Modling, and the third at Leising. The first is ninety-six feet high, about 2000 feet long, and comprises forty-three arches.

## CHINA COAST METEOROLOGICAL REGISTER.

30th June, 1889.—At 4 p.m.

STATION	Barometer	Thermometer	Humidity	Wind	Direction	Force	Weather	Remarks
Wanchow	29.90	85	85	SE	1	1	Cloudy	
Shanghai	29.95	85	85	SE	1	1	Cloudy	
Nagasaki	29.95	85	85	SE	1	1	Cloudy	
Hankow	29.95	85	85	SE	1	1	Cloudy	
Yokohama	29.95	85	85	SE	1	1	Cloudy	
Manila	29.95	85	85	SE	1	1	Cloudy	

1st July, 1889.—At 10 a.m.

STATION	Barometer	Thermometer	Humidity	Wind	Direction	Force	Weather	Remarks
Wanchow	29.95	85	85	SE	1	1	Cloudy	
Shanghai	29.95	85	85	SE	1	1	Cloudy	
Nagasaki	29.95	85	85	SE	1	1	Cloudy	
Hankow	29.95	85	85	SE	1	1	Cloudy	
Yokohama	29.95	85	85	SE	1	1	Cloudy	
Manila	29.95	85	85	SE	1	1	Cloudy	

The barometer has fallen in northern China and gradients are rather steep for south-west winds. Cloudy, warm, and rather disagreeable generally. 1.—Barometer reduced to level of the sea in inches, tenths and hundredths. 2.—Temperature in the shade in degrees Fahrenheit. 3.—Humidity in percentage of saturation. 4.—Direction of the wind to two points. 5.—Force of the wind according to Beaufort's scale. 6.—State of the sky. 7.—Direction of the wind to two points. 8.—Force of the wind according to Beaufort's scale. 9.—State of the sky. 10.—Direction of the wind to two points. 11.—Force of the wind according to Beaufort's scale. 12.—State of the sky. 13.—Direction of the wind to two points. 14.—Force of the wind according to Beaufort's scale. 15.—State of the sky. 16.—Direction of the wind to two points. 17.—Force of the wind according to Beaufort's scale. 18.—State of the sky. 19.—Direction of the wind to two points. 20.—Force of the wind according to Beaufort's scale. 21.—State of the sky. 22.—Direction of the wind to two points. 23.—Force of the wind according to Beaufort's scale. 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## Commercial.

## CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—185 per cent. premium, buyers.

Union Insurance Society of Canton—\$100 per share, sellers.

China Traders' Insurance Company—\$80 per share, buyers.

North China Insurance—Tls. 330 per share, buyers.

Canton Insurance Company, Limited—\$132 per share, sellers.

Yangtze Insurance Association—Tls. 100 per share.

Chinese Insurance Company—\$160 per share, sellers.

On Tai Insurance Company, Limited—Tls. 150 per share.

Hongkong Fire Insurance Company—\$380 per share, sales.

China Fire Insurance Company—\$86 per share, buyers.

Hongkong and Whampoa Dock Company—85 per cent. premium, sellers.

Hongkong, Canton, and Macao Steamboat Co.—\$70 per share, sellers.

China and Malacca Steam Ship Company—140 per share, sellers.

Hongkong Gas Company—\$135 per share, sellers.

Hongkong Hotel Company—\$240 per share, buyers.

Hongkong Hotel Co.'s Six per cent. Debentures—\$101.

Indo-China Steam Navigation Company, Limited—4 per cent. prem., buyers.

Douglas Steamship Company—\$83 per share, sellers.

China Sugar Refining Company, Limited—\$300 per share, buyers.

Luzon Sugar Refining Company, Limited—\$130 per share, sellers.

Hongkong Ice Company—\$125 per share, sellers.

Hongkong and China Bakery Company, Limited—\$80 per share.

Hongkong Dairy Farm Co., Limited—\$14 per share, buyers.

A. S. Watson & Co., Limited—150 per cent. premium, sellers.

Chinese Imperial Loan of 1884 B—24 per cent. premium, buyers.

Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.

Chinese Imperial Loan of 1886 E—11 per cent. premium.

Hongkong Rope Manufacturing Company, Limited—\$160 per share, sellers.

The Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.

Punjom and Sunghie Dua Samantan Mining Co.—\$35 per share, ex New Issue, sales and buyers.

Hongkong and Kowloon Wharf and Godown Company—\$188 per share, sellers.

Tongkin Coal Mining Co.—\$700 per share, sales.

The Hongkong High-Level Tramway Co., Limited—nominal.

The East Borneo Planting Co., Limited—\$53 per share, sellers.

The Seng Lee Koyah Planting Co., Ltd.—\$49 per share, buyers.

Cruickshank & Co., Ltd.—\$40 per share, nom.

The Steam Launch Co., Limited—nominal.

The Austin Arms Hotel and Building Co., Ltd.—par.

The China-Borneo Co., Ltd.—\$45 per share, buyers.

The Hongkong Brick and Cement Co., Ltd.—\$24 per share, sellers.

The Green Island Cement Co. (Old Issue)—\$50 per share, buyers.

The Green Island Cement Co. (New Issue)—\$14 per share, buyers.

The Hongkong Land Investment Co., Ltd.—\$140 per share, buyers.

The Hongkong Electric Light Co., Ltd.—\$6 per share, sellers.

Geo. Fenwick & Co., Limited—\$35 per share, sellers.

The West Point Buildings Co., Ltd.—\$50 per share, buyers.

The Peak Hotel and Trading Co., Ltd.—\$25 per share, buyers.

The Labuk Planting Co., Ltd.—\$16 per share, sellers.

The Jebebu Mining and Trading Co., Ltd.—\$64 per share, sellers.

## EXCHANGE.

ON LONDON.—Bank, T. T. 3/01  
Bank Bills, on demand 3/01  
Bank Bills, at 30 days' sight 3/01  
Bank Bills, at 4 months' sight 3/11  
Credits at 4 months' sight 3/11  
Documentary Bills, at 4 months' sight 3/11

ON PARIS.—Bank, T. T. 3/84  
Credits, at 4 months' sight 3/92  
ON INDIA, T. T. 226  
ON DEMAND 227

ON SHANGHAI.—Bank, T. T. 721  
Private, 30 days' sight 73

## OPIUM MARKET.—THIS DAY.

OLD MALWA, per picul .....\$600  
(Allowance, Tels. 80.)

NEW PATNA, (without choice) per chest .....\$5171  
New Patna, (first choice) per chest .....\$520  
New Patna, (second choice) per chest .....\$5275  
New Patna, (bottom) per chest .....\$5275  
New Patna, (bottom) per chest .....\$5275  
New Patna, (bottom) per chest .....\$5275  
New Patna, (bottom) per chest .....\$5275  
New Patna, (bottom) per chest .....\$5275  
New Patna, (bottom) per chest .....\$5275  
New Patna, (bottom) per chest .....\$5275

## MAILS EXPECTED.

THE FRENCH MAIL.  
The Messageries Maritimes Co.'s steamer *Yangtze*, with the French mail of 1st ultimo, left Saigon on the 30th at 2 p.m., and may be expected here on or about the 3rd instant.

## THE AMERICAN MAIL.

The P. M. S. S. Co.'s steamer *City of Peking*, with mails, &c., from San Francisco to the 3rd ultimo, via Honolulu, left Yokohama for this port on the 28th at daylight, and may be expected here on or about the 3rd instant.

The O. & O. S. S. Co.'s steamer *Arabic*, with mails, &c., from San Francisco to the 11th ultimo, left Yokohama for this port on the 29th, and may be expected here on or about the 5th instant.

## THE INDIAN MAIL.

The Indo-China S. N. Co.'s steamer *Wing-sang*, from Calcutta, left Singapore at noon on the 1st instant for this port, and may be expected here on or about the 7th.

THE CANADIAN MAIL.  
The Canadian Pacific steamer *Parthia*, with the Canadian mail, left Vancouver on Friday, the 28th ultimo for Yokohama and Hongkong.

## STEAMERS EXPECTED.

The Ocean Steamship Co.'s steamer *Glaucus*, from Liverpool, left Singapore for this port on the 26th ultimo, and is due here on the 2nd instant.

The Austro-Hungarian Lloyd's S. N. Co.'s steamer *Veronica*, from Trieste, India, Straits, &c., left Singapore on the 28th ultimo, and may be expected here on or about the 4th instant.

The P. & O. S. N. Co.'s extra steamer *Venitia*, from Bombay, left Singapore on the 30th ultimo at 8 a.m., and is due here on the 5th instant.

The P. & O. S. N. Co.'s extra steamer *Thibet*, left Bombay for here on the 25th ultimo at 9 a.m.

## Shipping.

## ARRIVALS.

FREJER, Danish steamer, 419, Lund, 29th June.—Quinhon 21st June, Touron 24th, and Holbow 28th, General.—Arnold, Karberg & Co.

LINER, British gun-vessel, 2nd-class, 755 tons, 20th horse-power, 5 guns, Commander P. K. Smythies, R.N., 29th June, Singapore 22nd June.

LOCHIEL, British steamer, 1,379, J. Cowan, 30th June.—Batoum 18th May, Petroleum.—Adamson, Bell & Co.

MARIE, German steamer, 704, C. A. Hundewaldt, 30th June.—Haiphong 28th June, Rice.—A. R. Marty.

PROBONITS, British steamer, 1,387, G. Heasley, 30th June.—Saigon 26th June, Rice.—Arnold, Karberg & Co.

AVOCHIK, British steamer, 1,034, Mitchell, 30th June.—Saigon 26th June, Rice and Paddy.—Morris & Ray.

NANZING, British steamer, 808, R. Talbot, 30th June.—Manila 16th June, and Amoy 29th, General.—Jardine, Matheson & Co.

IPHIGENIA, German steamer, 1,059, S. Volmer, 30th June.—Singapore 25th June, General.—Siemssen & Co.

GALLEY OF LORNE, British steamer, 1,380, F. Grandin, 1st July.—Antwerp, via Hamburg 15th May, and Singapore 25th June, General.—Russell & Co.

YANGTSE, German steamer, 814, C. Tonningsen, 1st July.—Shanghai 27th June, General.—Siemssen & Co.

FUSHUN, Chinese steamer, 1,503, A. Cread, 1st July.—Whampoa 1st July, General.—C. M. S. N. Co.

## CLEARANCES AT THE HARBOUR OFFICE.

Kashgar, British steamer, for Singapore.

B. H. Danish, Norwegian str., for Nagasaki, &c.

Frej, Danish steamer, for Holbow.

Fushun, Chinese steamer, for Shanghai.

Ingraban, German steamer, for Cheloo.

## DEPARTURES.

June 29, Belgic, British steamer, for Amoy, &c.—June 30, *Frej*, Danish steamer, for Swatow, &c.

June 30, *Almora*, British steamer, for Amoy.

June 30, *Pembroke*, British steamer, for Manila.

June 30, *Anton*, German steamer, for Holbow.

July 1, *Dutrois*, German str., for Macao, &c.

July 1, *Cicero*, British steamer, for Saigon.

July 1, *B. H. Danish*, Norwegian steamer, for Nagasaki, &c.

July 1, *Caribbrooke*, British str., for Hilo.

July 1, *Kashgar*, British str., for Singapore, &c.

July 1, *Frej*, Danish str., for Touron, &c.

## PASSENGERS—ARRIVED.

Per *Frej*, str., from Quinhon, &c.—5 Chinese.

Per *Marie*, str., from Haiphong.—35 Chinese.

Per *Nansing*, str., from Manila, &c.—Messrs. Aguilar, Schwentze, and 28 Chinese.

Per *Probonits*, str., from Saigon.—Mrs. and Miss Gutierrez, Miss Santos, Miss Rosario, Mr. G. D. Mayne, and 34 Chinese.

Per *Yangtze*, str., from Shanghai.—Mr. and Mrs. Power, Messrs. Fuchs, Durand, and 9 Chinese.

Per *Iphegenia*, str., from Singapore.—Mr. C. Broer, and 250 Chinese.

## DEPARTED.

Per *Frej*, str., for Swatow, &c.—2 Europeans and 150 Chinese.

Per *Anton*, str., for Holbow.—30 Chinese.

Per *Almora*, str., for Amoy.—30 Chinese.

Per *Pembroke*, str., for Manila.—3 Europeans.

Per *Belgic*, str., for Kobe.—Mrs. Hughes, 2 children and European servant, for Yokohama.—Mrs. and Miss Rowe, Dr. G. P. Jordan, Messrs. T. D. Moorhead, E. Th. Darwin, R. Shewan, 2 Indians and 3 Chinese. For San Francisco.—Mrs. G. A. Lloyd, Miss Lloyd, Miss J. Allen, Miss Emma Young, Miss H. Stone, Messrs. J. L. Humphreys, J. D. Burrows, Chun Shen Yin and Chinese servant, and 1 European.

## TO DEPART.

Per *Kashgar*, str., for Singapore.—4 Europeans and 188 Chinese.

Per *Fushun*, str., for Shanghai.—50 Chinese.

Per *Ingraban*, str., for Cheloo.—45 Chinese.

## REPORTS.

The German steamer *Yangtze* reports that she left Shanghai on the 27th ultimo. Had south to south-west winds.

The British steamer *Nansing* reports that she left Manila on the 18th May. Had strong monsoon in the Arabian Sea; thence had moderate to fresh southerly winds in Bay of Bengal, and light winds with cloudy unsettled weather in the China Sea.

The British steamer *Probonits* reports that she left Saigon at noon on the 26th ulto. Had light monsoon and fine weather from Cape St. James to Padayan; thence to Paracels had variable winds with occasional showers. From Paracels to port had moderate to light monsoon with unsettled weather.

## Post Office.

## A MAIL WILL CLOSE.

For Swatow, Amoy, & Tamsui.—Per *Formosa*, to-morrow, the 2nd instant, at 9.30 A.M.

For Nagasaki.—Per *Almora*, to-morrow, the 2nd instant, at 10.30 A.M.

For Straits and Calcutta.—Per *Yagan*, to-morrow, the 2nd instant, at 11.30 A.M.

For Nagasaki, Kobe, and Yokohama.—Per *Ancona*, to-morrow, the 2nd instant, at 11.30 A.M.

For Swatow, Singapore, and Bangkok.—Per *Phra Chom Klao*, to-morrow, the 2nd instant, at 11.30 A.M.

For Shanghai.—Per *Fushun*, to-morrow, the 2nd instant, at 3.30 P.M.

For Europe, &c.—Per *Sachsen*, on Wednesday, the 3rd instant, at 3.00 P.M.

For Hongkong.—Per *Almora*, on Wednesday, the 3rd instant, at 5.00 P.M.

For Singapore.—Per *Polyhymnia*, on Thursday, the 4th instant, at 9.30 A.M.

For Straits and Bombay.—Per *Bermida*, on Thursday, the 4th instant, at 10.30 A.M.

For Nagasaki, Kobe, Yokohama, and Vancouver.—Per *Batavia*, on Thursday, the 4th instant, at 10.30 A.M.

For Europe, &c., Australia, Madras, Calcutta, and Mauritius.—Per *Melbourne*, on Thursday, the 4th instant, at 11.00 A.M.

For Europe, &c., India, via Bombay.—Per *Malwa*, on Saturday, the 13th instant, at 11.00 A.M.

## SHIPPING IN HONGKONG.

## STEAMERS.

AMIGO, German steamer, 771, F. A. Bruhn, 27th June.—Saigon 23rd June, Rice and General.

WATER & CO.

ANCONA, British steamer, 1,888, W. D. Madie, 26th June.—Yokohama 17th June, Mails and General.—P. & O. S. N. Co.

ARIADNE, Dutch steamer, 889, Nieland, 27th June.—Tilapat 13th June, Sugar.—Siemssen & Co.

ASAGO, Japanese steamer, 1,568, Trennt, 28th June.—Nagasaki 22nd June, Coals.—Mitsui Bussan Kaisha.

BATAVIA, British steamer, 2,548, J. C. Williamson, 25th June.—Vancouver 31st May, and Yokohama 19th June, Mails and General.—Adamson, Bell & Co.

BOROMIDA, Italian steamer, E. Demare, 26th June.—Newbury 6th June, and Singapore 20th, General.—Carlowitz & Co.

CLARA, German steamer, 674, Christiansen, 28th June.—Haiphong 25th June, Rice.—A. R. Marty.

FAIR, British steamer, 1,177, A. Stopani—Hongkong and Whampoa Dock Co.

FORMOSA, British steamer, 674, T. Hall, 29th June.—Tamsui 25th June, Amoy 27th, and Swatow 28th, General.—D. Laprak & Co.

HAIPHONG, British steamer, 1,122, Harris, 29th June.—Kobe 22nd June, Coals and General.—D. Laprak & Co.

INORABAN, German steamer, 894, F. R. Massmann, 29th June.—Holbow 28th June, General.—Wider & Co.

JAPAN, British steamer, 1,865, Geo. B. Pallett, 29th June.—Calcutta 12th June, Penang 10th, and Singapore 21st, 1,005 chests Opium, 401 bales Cotton, 1,530 bales Gunnies, 1,127 bags Saltpeetre, and 4,200 packages Sundries.—D. Sassoon, Sons & Co.

PATROCLOS, British steamer, 1,386, J. Fulford, 23rd June.—Amoy 22nd June, Coal.—Butterfield & Swire.

PEMPTOS, German steamer, 1,541, U. Johannsen, 21st June.—Cardiff 11th May, Coals.—Ed. Schellhas & Co.

PHRA CHOM KLAO, British steamer, 1,011, W. H. Watton, 16th June.—Bangkok 8th June, General.—Yuen Fat Hong.

PILGRIM, British steamer, 1,011, A. Stopani—Hongkong and Whampoa Dock Co.

PORT AUGUSTA, British steamer, 1,856, H. E. Draper, 11th June.—Saigon 8th June, Rice and Paddy.—Adamson, Bell & Co.

STORE NORDISKE, Danish steamer, 596, E. Suenon, 22nd June.—Shanghai 17th June.—G. N. Telegraph Co.

TARTAR, British steamer, 1,569, D. S. Bailey, 25th June.—Kobe 18th June, Coal.—Adamson, Bell & Co.

TIERTON, British steamer, 1,743, R. Whitehead, 15th June.—put back.—Adamson, Bell & Co.

WHAMPORA, British steamer, 1,106, Linton Hughes, 12th June.—Kobe, via Nagasaki 7th June, General.—Butterfield & Swire.

## SAILING VESSELS.

AGNOR, American ship, 1,414, John H. Frost, 25th May.—New York 28th Dec, Kerosene Oil.—Pustau & Co.

ALEXANDER YEATS, British ship, 1,298, J. W. Dunham, 2nd June.—New York 4th Dec, Petroleum.—Order.

ARON, Norwegian bark, 634, Christensen, 17th May.—Rajah 1st May, Timber.—Chinese.

AUSTRALIA, British bark, 929, Wm. Harris, 11th June.—Manila 31st May, Ballast.—Melchers & Co.

CAMELOT, British bark, 370, Murphy, 1st June.—Freemantle, W.A., and March, Sandalwood.—Jardine, Matheson & Co.

CHARGER, American ship, 1,379, D. S. Goodell, 28th June.—San Diego, Cal., 18th April, Ballast.—Russell & Co.

CONQUEROR, American ship, 1,540, A.D. Lothrop, 17th June.—Anjer 1st June, Ballast.—Pustau & Co.

CONSTANCE, British ship, 1,592, P. R. Tingley, 7th June.—New York 28th Feb., Kerosene Oil.—Pustau & Co.

C. C. CHAPMAN, American ship, 1,570, A. J. Hichborn, 18th June.—New York 24th Feb., Petroleum.—Russell & Co.

DOROTHEA, German bark, 620, H. Th. Moeller, 2nd May.—Hamburg 1st Dec, General.—Siemssen & Co.

EBENEZER, British barkentine, 317, James Mihn, 16th June.—Albany 2nd May, Sandalwood.—Gillman & Co.

ESCORT, American bark, 630, Waterhouse, 7th June.—Singapore 15th May, Timber.—Goncalves & Co.

GEO. V. JORDAN, American schooner, 662, E. V. Lyman, 29th May.—Haiphong 19th May, Ballast.—Order.

GREAT ADMIRAL, American ship, 1,497, James F. Rowell, 20th April.—San Francisco 1st March, Flour.—Russell & Co.

HALOERDA, British ship, 1,088, Hayden, 21st May.—New York 28th Dec, Kerosene Oil.—Siemssen & Co.

ITON, French bark, 564, F. Keyner, 7th June.—Honolulu 20th April, General.—Melchers & Co.

JOSEPHUS, American ship, 1,470, T. M. Rogers, 18th June.—Newcastle, N.S.W., 16th April, Coal.—Butterfield & Swire.

LAUGHING WAVE, British brig, 161, Alfred Rickers, 2nd June.—Freemantle, W.A., 1st April, Sandalwood.—Siemssen & Co.

MABEL TAYLOR, British ship, 1,298, C. E. Dusha, 2nd June.—Cardiff 6th December, Coal.—Melchers & Co.

MARTHA, British bark, 823, Cooke, 5th May.—Singapore 4th March, Timber.—Ed. Schellhas & Co.

MARTHA DAVIS, American bark, 632, Pendleton, 15th June.—Tilapat 28th April, Ballast.—Russell & Co.

NARWHAL, British ship, 1,327, Weston, 4th June.—Kobe 12th May, Coal.—Adamson, Bell & Co.

PAPA, German bark, 748, C. L. Henna, 20th April.—Hamburg 12th Dec, General.—Carlowitz & Co.

RICHARD PARSONS, American bark, 1,116, W. F. Thorndike, 7th June.—Newcastle 17th April, Coal.—Wider & Co.

SATUMBA, British bark, 364, A. G. Swenson, 12th June.—Newchwang 15th May, Beans.—Ed. Schellhas & Co.

SIR WM. WALLACE, British bark, 968, T. R. Brown, 2nd June.—Singapore 10th May, Timber.—Kwong Mow Yee.

SPINAWAY, British ship, 325, J. Garrick, 2nd June.—Champion Bay 4th April, Sandalwood.—Siemssen & Co.

SOUTHERN CROSS, American ship, 1,037, J. A. Bailey, 13th May.—Newcastle, N.S.W., 16th March, Coal.—Gas Company.

TYAN, American ship, 1,282, Allen, 13th April.—New York 10th Nov., Oil.—Russell & Co.

VELOCITY, British bark, 400, R. Martin, 20th May.—Honolulu 28th March, General.—Pustau & Co.

## STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Glaucus	Liverpool	July 2nd	Butterfield & Swire.
Yangtze	San Francisco	July 3rd	Pacific Mail S. S. Co.
Veronica	Marseilles	July 3rd	Messageries Maritimes.
Trieste	Trieste	July 4th	Austro-Hung. Lloyd's Co.
Venice	Bombay	July 5th	P. & O. S. N. Co.
Arabic	San Francisco	July 6th	O. & O. S. S. Co.
Wingsang	Calcutta	July 6th	Jardine, Matheson & Co.
Thibet	Bombay	July 12th	P. & O. S. N. Co.

## STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, via Suez Canal	Glenfruin	Jardine, Matheson & Co.	About July 4th.
London, via Suez Canal	Ulysses	Butterfield & Swire.	To-morrow.
Marseilles, via Saigon, &c.	Melbourne	Messageries Maritimes.	July 4th, at noon.
Bremen, via Ports of Call.	Sachsen	Melchers & Co.	July 3rd, at 4 p.m.
Venice, via Straits, &c.	Berenice	D. Sassoon, Sons & Co.	July 10th, at noon.
Genoa, via Bombay, &c.	Polyhymnia	Siemssen & Co.	July 4th, at 10 a.m.
San Francisco, via K., &c.	Bermida	Carlowitz & Co.	July 4th, at noon.
San Francisco, via Yham	Arabic	Pacific Mail S. S. Co.	July 6th, at 1 p.m.
Vancouver, B.C., via K., &c.	Whampoa	O. & O. S. S. Co.	July 16th, at 1 p.m.
New Zealand Ports	Batavia	Butterfield & Swire.	July 4th, at noon.
Calcutta, via Straits	Japan	D. Sassoon, Sons & Co.	Quick despatch.
Sourabaya, via Spore, &c.	Almora	Jardine, Matheson & Co.	About July 8th.
Sandakan, Kudat, &c.	Memnon	Butterfield & Swire.	July 7th.
Yokohama, via Nag., &c.	Ancona	P. & O. S. N. Co.	July 3rd, at noon.
Shanghai, via Amoy, &c.	Yangtze	Messageries Maritimes.	About July 4th.
Shanghai, via Amoy	Glaucus	Butterfield & Swire.	July 4th.
Swatow, Spore & Bangkok	Phra Chom Klao	Yuen Fat Hong	To-morrow, at noon.
Swatow, Amoy, &c.	Formosa	Douglas Laprak & Co.	To-morrow, at 10 a.m.

## Intimations.

## W. POWELL &amp; CO.

## EX S.S. "GLENAVON."

LADIES' and CHILDREN'S STRAW HATS.  
LADIES' RAIN COATS. BOX COSTUMES.  
"EN TOUT CAS" PARASOLS, &c., &c.

## W. POWELL &amp; CO.

Victoria Exchange, Hongkong, 24th June, 1889.

## INTIMATION.

F. Blackhead & Co.,  
SHIP-CHANDLERS, SAIL-MAKERS,  
AND  
PROVISION MERCHANTS,  
NAVY CONTRACTORS,  
AND  
GENERAL COMMISSION AGENTS  
No. 11, Praya Central,  
(Opposite Pedder's Wharf).

## SOLE AGENTS

RAHTJEN'S  
GENUINE  
COMPOSITION  
FOR  
THE BOTTOMS OF IRON SHIPS  
CARBOLINEUM AVENARIUS  
PRESERVATIVE AGAINST  
ROTTING, DECAY, &c., of WOOD.



## SAPOLIO

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SAPOLIO  
FOR GENERAL CLEANING PURPOSES.

CHR. MOTZ & Co., BORDEAUX-CLARETS.

MAX HAASSEN'S FRANKFURT ON M.

CONSERVED MEATS,  
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CEMENT from the celebrated Factory of Hem-

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SWEDISH TAR and OREGON PINE

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FLENSBURG STOCKBEER.

ENGINEERS' and BLACKSMITHS'

MACHINERY and TOOLS.

EVERY KIND OF

SHIP'S STORES and REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

ALL KINDS OF

COALS

SUPPLIED AT THE SHORTEST NOTICE

Hongkong, 26th June, 1889.

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## ANTIPYRINE.

(Dose for Adults 15 to 25 grains troy.)

IS the most approved and most efficacious

remedy in cases of HEADACHE, MIGRAINE,

NEURALGIA, RHEUMATISM, FEVER,

TYPHUS, ERYSIPELAS, HOOPING-

COUGH, and many other complaints. It is

also the very best Antiseptic. Highly recom-

mended by the medical Faculty. To be had at

every reputed Chemist and Druggist. Ask for

Dr. KNORR'S ANTIPYRINE! Each Tin

bears the inventor's signature "Dr. KNORR!"

in red letters.

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Sole Agents for China. Beware of spurious

imitations!

Hongkong 24th May, 1889.

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ENGINEERS, LAUNCH BUILDERS,  
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